

REAL ESTATE FOR SALE, TO LET, EXCHANGE OR WANTED
Situations, Help Wanted and Other Wants, See Section Seven

66th YEAR

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WEATHER—CLOUDY
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FEDERAL TROOPS CHECK LOOTING IN OTAY VALLEY

Sailors and Marines Recover Bodies of 29 Storm Victims.

TOTAL LOSS OF LIFE NOT EXPECTED TO EXCEED 60

New Flood in Tia Juana River Indicates Bursting of Morena Dam.

PEOPLE IN PATH WARNED

No Trace of Six Persons Said to Have Been Carried Out to Sea on a Ranch House.

SAN DIEGO, CAL., January 30. (By radio to San Francisco).—Looting, described by Rear-Admiral Fullam, commanding the Pacific Reserve Fleet, as "the worst I have ever seen," broke out today in the Otay Valley, flooded by the breaking of the Otay dam last Friday. The lower valley was turned into an armed camp, patrolled by marines and sailors. The bodies of twenty-nine storm victims were recovered from the wreckage of the Otay dam, and the wreckage of the Otay dam, which was destroyed by the breaking of the Otay dam last Friday, was found in the Otay Valley, flooded by the breaking of the Otay dam last Friday.

The sailors and marines toiled hard to recover the bodies of those who lost their lives in the disaster, and at sundown twenty-nine bodies, some of which were mutilated, had been gathered together. The loss of life in the Otay Valley now is estimated at fifty, while reports that the cloudburst in San Luis Rey and San Pascual valleys cost no more than ten lives brought the probable death list in this section to sixty.

A new flood poured down the Tia Juana River today, which has risen four feet at its mouth at the foot of San Diego Bay. Officials here said that this undoubtedly indicated the bursting of the Morena dam, sixty miles back in the hills. Fearing that the 15,000,000 gallons of water released by the dam would tear a new channel for the river across the Coronado Strand into the sea, residents of Imperial Beach, a hamlet on the strand, were ordered to flee.

JAPANESE GIVES FIRST NEWS OF DAM'S COLLAPSE

First news of the collapse of the Morena dam came through Andrew Ervatt, chief engineer of Coronado. Ervatt, trying today to reach the Mexican town of Tia Juana, met a Japanese running along the bank of the Tia Juana River.

"Get back," cried the Japanese in broken English. "Tell people lots of water coming." Ervatt could see a four-foot wave coming down the river. He turned his automobile and spread the warning. George Cromwell, chief engineer of San Diego and others, said that nothing but the breaking of the Morena dam could have caused the flood.

Of the twenty-nine bodies recovered in the Otay Valley only six have been identified. Federal troops patrolled the Coronado Strand, a long sand spit offering the only means of ingress into the Otay Valley, and turned back would-be sightseers. The marines, under Captain Charles T. Westcott, Jr., camped in the valley while the sailors under Ensign Hamilton O'Brien, of the Milwaukee, made headquarters in the little brick schoolhouse at Otay City.

Each man carried twenty rounds of ammunition. The United States destroyer Lawrence acted as base ship, and a hospital squad from the Milwaukee operated in conjunction with both forces.

FIFTY FARM HOUSES IN PATH OF FLOOD

Fifty farm houses, according to persons acquainted with the Otay Valley, must have stood in the path of the flood. It was estimated that from four to five persons occupied each, although those housing Orientals held a large number.

Many of these are believed to have had time to escape, although it would be impossible to check in any way against the known residents of the valley. The estimate of fifty dead is considered conservative.

Lieutenant W. W. Bradley, commanding the destroyer Hull, reported today that he had been unable to find any trace of six persons said to have been carried out to sea on a ranch house, but it was rumored that they had been taken off in a small boat.

Reports that the town of Tia Juana, Lower California, had suffered heavy damage, seemed to be confirmed today. It was said that little was left of the new race track plant which cost, it is said, \$200,000. A large force of workers continued to reinforce the Sweetwater dam in the little valley north of the Otay Valley.

The Mayor of San Luis Rey headed a committee of townsmen and ranchers engaged in relief work in their valley, and it was indicated military aid would not be needed there.

CESSATION OF RAID AND WORK OF RESCUE

The bodies of three women have been found in the San Luis Rey region. The cessation of rain is aiding the work of rescue.

The San Diego and Arizona Railroad roadbed has been swept away in several places, and San Diego Bay is covered with wreckage of every kind.

One of the fragments of the flood was carrying away a ponderous Santa Fe locomotive, which was swept out to sea. Ten thousand dollars had been pledged here for relief work.

Telephone reports were received early to-night from two sources that the Cuyamaca dam at the source of the San Diego River, had broken, releasing 8,000,000 gallons of water.

Dies After Long Illness



ROBERT WHITTET, JR.

MEREDITH TAKES ISSUE WITH ATTORNEY POLLARD

Member of Charter-Change Committee Says Commission Bill Is Constitutional.

WRITES RICHMOND SENATORS

Asks That Measure Not Be Returned to City Council, Giving His Reasons for Believing It to Be Thoroughly Legal.

Criticizing the City Attorney for alleged dilatoriness in stating when the session of the General Assembly is nearly half over that the bill giving to Richmond the right to change or amend its charter by a majority of three voting, Wyndham H. Meredith, member of the Civic Association and of the Charter-Change Committee, has addressed a letter to Senator L. O. Wendenburg and Delegate James E. Cannon, of the Richmond delegation in the Legislature, in which he affirms that the proposed bill is constitutional, and in which he urges that it be placed upon its passage and not be returned to the City Council for amendment in conformity with the construction which the City Attorney places upon the amendment to section 117 of the Constitution of Virginia.

If the section of the Constitution referred to be construed according to the ideas of Mr. Pollard, Mr. Meredith states, an undemocratic and prohibitive requirement would be inserted.

The letter of Mr. Meredith follows:

January 30, 1916.

Hon. James E. Cannon and Hon. L. O. Wendenburg:

"Gentlemen,—I have just read in the Times-Dispatch the extracts from the belated opinion of the City Attorney regarding the bill he drafted at the request of the Charter-Change Committee, and which was adopted by the City Council without a hint from its sworn legal adviser that, as he now claims, it was unconstitutional, and should be returned to that body for amendment, although the session of the Legislature is now nearly half over.

PRONOUNCES REQUIREMENT TO BE UNDEMOCRATIC

"When the glad news of constitutional knowledge first burst upon that gentleman, I do not know, but I do know that at the time the bill was before the City Council, a member of the Administrative Board asserted in conversation that the bill was unconstitutional, for the reason now given by the City Attorney.

As now drawn, the two elections that would have to be held under it could be carried by a majority of those voting at such election. If the views of the City Attorney prevail with you and the other representatives of our city in the Legislature, it is proposed at this late day to have the work of the Charter-Change Committee and of the two branches gone over again and an undemocratic and prohibitive requirement inserted, that would require a new charter to be adopted by a majority of the whole electorate. That is to say, if the whole number of qualified voters of this city is 16,000, but only 10,000 vote at the above-named elections, although 5,001 vote for it, it must secure at least 5,001 votes for its adoption.

IF AMENDED, WOULD COME BACK TOO LATE

"The result would be either that the bill as amended by the Council at the suggestion of the City Attorney would come back to you too late for passage, and thus the people of this city deprived for another two years of their right to change their form of government, or, if passed as amended, the amendment would be prohibitive.

"The present law, known as the Norfolk law, contains the amendment suggested by the City Attorney. Norfolk held such an election last August, and it was carried overwhelmingly for the creation of a new charter, but failed because the ringsters sent out the word to stay away from the polls, and those in favor of charter change could not secure a majority of the whole electorate, though, as I have said, they did secure a great majority of those voting.

"If the bill as prepared by the City Attorney is unconstitutional, this community will have to suffer the consequences of his lack of knowledge. But does the provision that the election may be carried by a majority of those voting make this unconstitutional? If affirm, without hesitation, that the views of the City Attorney on this point is as erroneous as they are belated.

CONFIDENT THAT BILL IS FULLY CONSTITUTIONAL

"As the particular language of section 117 has not been passed on by our highest court, one has to rely upon an examination of the whole section to

(Continued on Fourth Page.)

ROBERT WHITTET DIES AT HOSPITAL

Administrative Board Chairman Passes Away Quietly After Long Illness.

HOLD FUNERAL TO-MORROW

Well-Known Citizen for Many Years Was Prominent in City's Life.

Robert Whittet, Jr., chairman of the Administrative Board, died at Grace Hospital yesterday afternoon at 3:15 o'clock. Reports as to Mr. Whittet's condition following an operation last week were encouraging to his friends, but no hope for his recovery had been entertained by the physicians. The operation was performed to alleviate pain, and to this purpose it was successful. Mr. Whittet slept through to the end.

Some months ago Mr. Whittet went to the home of his sister, Mrs. Harry Ryrie, of Toronto, Can., in the hope of recuperating. His health improved, and he returned to Richmond, and attempted again to take up his duties. He attended several meetings of the Administrative Board, but soon became too weakened to continue attendance, and his place was filled by Vice-Chairman John Hirschberg, who has conducted the work of the office for several months.

Mr. Whittet was elected to his last high office when the Administrative Board was created, in 1912, and as he drew the long term he would have continued in office until January 1, 1917. The vacancy caused by his death will be filled by temporary appointment through the City Council, which will probably take action in a special meeting.

CAME TO RICHMOND WHEN TEN YEARS OLD

Mr. Whittet was born on May 12, 1855, at Perth, Scotland, the son of Robert and Jane (Aitchison) Whittet. He was about ten years old when his parents emigrated to the United States and settled first near Williamsburg. Later they came to Richmond, and the elder Whittet established one of the pioneer printing plants of the city at Tenth and Main Streets, the site on which the American National Bank now stands. The firm was engaged more largely in publishing pamphlets for the Presbyterian Church.

Placed in the public schools at an early age, Mr. Whittet continued through the high school, where he was engaged in the operating end of his father's business. In November, 1882, he married Miss Marjorie MacLean, sister of Dr. H. Stuart MacLean.

After the death of his father, Mr. Whittet took charge of the firm of Whittet & Shepperson, and later founded the Richmond Type and Electrotype Foundry, and later engaged in many other interests, which made him widely known in the affairs of the city.

Entering into politics when a comparatively young man, he served in the Board of Aldermen for eighteen years from Clay Ward, and at the time of his election to the Administrative Board, had served four years as president of the city branch of the City Council. He served with distinction as a presiding officer, and on several occasions acted as Mayor of the city.

JOHN HIRSCHBERG PAYS HIGH TRIBUTE TO HIM

His announced platform, published at the beginning of his campaign for the Administrative Board, outlining his views on public improvements, was made the basis of an extended article in the Norfolk Ledger-Dispatch, in which the attention of Norfolk's Board of Control was called to many of the suggestions made by him. It was also stated by that newspaper that such a man would be a great acquisition to Norfolk's governing board. Desperately fought by certain political combinations, and without the support of the Citizens' Association, his campaign was one of the most spectacular of the race.

In continuing his fight on the death of his confederate, Vice-Chairman Hirschberg, of the Administrative Board, paid high tribute to Mr. Whittet, saying that it was always his effort to serve the people sincerely and well, and that his charity was unbounded. Mr. Whittet was affiliated with several organizations, but he was never tied nor bound by them, and it was always said of him that he achieved his ambition to give service to the people.

Robert Leary, Jr., who was Mr. Whittet's campaign manager when the latter ran for the Administrative Board, and a lifelong friend, said of him last night: "The death of Bob Whittet comes to me as a personal loss because of a friendship of nearly thirty years. He possessed a trait which gathered around him scores of friends from amongst his associates in the printing shop, in business and social relations. His loyalty to friends, uniform courtesy and manner of speech were factors that marked his career in the Board of Aldermen and went with him as a member of the Administrative Board.

ADMINISTRATIVE BOARD WILL HONOR HIS MEMORY

"During his entire public life his vote was long conservative lines, although at times the subject of criticism at the moment, yet he was confirmed later on in the fullness of time.

"As an employer, he was held in high esteem by those with whom he was closely associated, and in his political endeavors always had the most active support. In his private life he was the gentlest of men, and those privileged to know his home were aware of the presence of a kind and indulgent husband and father.

"The son of a noble sire, he passes on to his only son the name of an honored record, Robert Whittet."

Suitable action will be taken by the Administrative Board and by council.

(Continued on Second Page.)

CHARTER CHANGE ABSORBING ISSUE

Question of Constitutionality of Commission Bill Overshadows All Local Matters.

MEREDITH HOLDS IT LEGAL

Norfolk Also Shares Difficulty, but Its Representatives Are Not Alarmed.

For the moment the question of the constitutionality of the Richmond charter-commission bill and the best avenue toward relief has overshadowed, at least as far as this city is concerned, every other issue before the General Assembly.

Wyndham H. Meredith, one of the most active members of the Civic Association, declares, in a statement made last night, that if the provision allowing the majority of voters in the election to accept a charter from a popularly chosen commission is unconstitutional, that the Constitution should be changed. Dr. Anderson declares that he is certain that the citizens will not permit dilatory methods to defeat the principle of a charter commission.

NORFOLK ALSO SHARES IN RICHMOND'S DIFFICULTY

Richmond's deep interest in the adjustment of the constitutional difficulty is shared also by the city of Norfolk, which has also introduced a charter-commission bill, now in the Senate on its second reading. The Norfolk bill differs from the Richmond measure in only one material particular—namely, in the number of signers it requires for the petition asking for the appointment of a charter commission. The Richmond bill requires the petition to be signed by 25 per cent of the qualified voters, while the Norfolk measure requires only a number equal to 15 per cent of the voters who participated in the last municipal election.

The constitutional doubt raised by City Attorney Pollard, with respect to the local bill, applies with equal force to the bill introduced for the city of Norfolk. In both measures provision is made for the creation of a commission specifically limited to the duty of framing a "special" form of government, the ratification of which, according to Mr. Pollard's construction of the Constitution, requires a majority of the total qualified electorate.

While the question of the size of the electorate that will be required to approve the special form of government evolved by the charter commission, was not raised in any sitting of the local Charter-Change Committee, it is understood that this question was fully discussed in Norfolk, and that the local advisers of the Norfolk authorities held that the approval of only a majority of those participating in the election would be needed.

NORFOLK BILL TO GO THROUGH AS DRAFTED

Senator Matthews, of Norfolk, patron of the charter commission bill of that city, has so far not become alarmed over the situation, and has taken no steps to amend his bill. He has indicated to some of his colleagues his intention to rely on the legal advice rendered by the Norfolk authorities and allowed his bill to go to its passage in its present form.

In the meantime, thousands of charter commission enthusiasts in Richmond and Norfolk are deriving much comfort from the situation. City Attorney Pollard, of Richmond, has seen no reason to retreat from his opinion that the Richmond bill undertakes to prescribe the form of government the approval of an electorate smaller than is required by the Constitution, and holds to the belief that the bill if passed in its present form will be inoperative.

One thing is regarded as all but impossible—to secure at any time the approval of a majority of the qualified electorate for any radical plan of reform. In such an election every qualified voter who fails to exercise his ballot is counted against the proposed reform. With a city of 16,000 and 14,000 men qualified in Richmond, and possibly 10,000 more who could be induced to qualify if their interest were sufficiently aroused, it would be found next to impossible to secure the support of a majority of the qualified electorate in Richmond for any radical reform plan about which there was anything like a moderate division of opinion.

MAY LEAD TO CHANGE IN CONSTITUTION

If the constitutional bar proves to be effective, the only promise of radical charter reform for Richmond and other cities of the State lies in the constitutional amendment that is proposed in a bill that has been introduced by Senator Goodrick. The effect of this resolution would be to reduce the size of the electorate required by section 117 of the Constitution for the ratification of "special" forms of government, making it merely a majority of the voters participating in the particular election, instead of a majority of the qualified voters of the State.

Under the most favorable progress, this amendment could not become effective in less than three years. In order to change the Constitution, the amendment must be passed first by two successive Legislatures and then ratified by the people. Again, the Constitution requires that such an amendment shall be approved by a majority of the qualified voters of the State.

Should the Goodrick amendment be promptly ratified at every turn, it could not become law until the summer of 1918. The Legislature of 1920, there-

(Continued on Eighth Page.)

REVISED SHIP BILL READY FOR HOUSE

Will Be Introduced by Chairman Alexander, Who Gives Out Details.

HE WILL FIGHT FOR PASSAGE

Modification of Government-Operation Feature Is Most Striking Change.

WASHINGTON, January 30.—Details of the new administration ship bill to build a merchant marine, and naval auxiliaries, revised to command the votes of dissenting Democrats, were made public to-night for the first time. It will be introduced to-morrow in the house by Chairman Alexander, of the Merchant Marine Committee, who will lead the fight for its passage on the floor.

Public hearings, at which President Wilson and others will be asked to testify, will begin in a few days.

The striking difference between the new bill and the one which failed in the Senate last year are modification of the government operation feature, and broadening of the power of the shipping board, which it is proposed to create. Government operation, under the new bill, would be entered upon only as a last resort if private capital fails to respond to the enterprise. The shipping board would be empowered to regulate all interstate and foreign commerce in American waters, as the Interstate Commerce Commission now regulates interstate railway traffic.

Every effort has been made to draw the bill so as to include American capital to help uphold the merchant marine, and to protect it from unfair foreign competition, and government vessels only would operate on lines where American service was furnishing satisfactory service at fair rates. The out-and-out government ownership feature of the old bill was generally conceded to have been one of the primary causes for the failure of the measure.

CALLS FOR \$50,000,000 ANNUAL APPROPRIATION

An annual appropriation of \$50,000,000 for the purchase or lease of vessels to be obtained by the sale of Panama Canal bonds and the appointment of the shipping board of five members, are the first objects of the new bill. The Secretary of the Navy and the Secretary of Commerce would be ex-officio members of the board, and the other three members would be "men of large practical experience" in foreign commerce. They would be appointed by the President and receive \$10,000 a year. A secretary would receive \$5,000 a year, and the remainder of the board employees, except an attorney, come from the civil service lists of the Federal government.

With the \$50,000,000 the board would organize a corporation to lease, buy, charter or build ships. It would be restricted to the purchase of as many American-made vessels as possible. Ships constructed in foreign countries would be limited to foreign trade only. The board would offer stock to citizens of the United States, and, if all were subscribed, the board need never operate a ship. Failing to interest private capital, however, the board could operate vessels.

Both vessels controlled by the board and those which had passed into private hands by lease or charter would be subject at all times to the call of the President in case of war. Members of the crews and officers could volunteer at any time for service in the naval auxiliary, and would receive from \$5 to \$15 a month from the time of enlistment.

LIBERAL REGULATIONS FOR U. S. SHIPPERS

Liberal regulations for United States shippers and more rigid rules for foreign interests are contemplated by that part of the bill prescribing the powers of the shipping board. Here are some of the features of those clauses:

The shipping board, acting jointly with the Commerce Commission and Interstate Commerce Commission, could permit rates for shipments in connection with steamships to encourage interior points to participate in the foreign trade.

All common carriers, foreign and domestic, operating in American waters would be forced after January 9, 1917, to get revocable licenses from the board.

No vessel registered or enrolled under the laws of the United States could be sold to a foreign country without permission from the board. Failure to observe that restriction would subject the vessel to refusal of clearance papers, and the owner to a charge of committing a misdemeanor.

Vessels might be resold or leased only to other United States citizens, and with the board's approval.

"Many are interested to know if the bill contains a provision authorizing ownership, and operation of merchant vessels by the government," Representative Alexander said to-night. "It provides that the board may, if necessary, subscribe to and purchase the majority of the stock in a corporation and vote such stock, and do all things necessary to protect the interest of the government, and may at any time, with the approval of the President, sell such stock."

TO EXERCISE POWER ONLY AS LAST RESORT

"Vessels owned by such corporation or corporations will be operated and their business conducted like the business of any other corporation, except that the government will retain control by stock of majority owners. This is suggested as the plan of ownership, control and operation of vessels by the government, and may at any time, with the approval of the President, sell such stock."

"The power would not, in my opinion, be exercised except as a last resort, and then only to meet conditions that private concerns are

(Continued on Eighth Page.)

U. S. Submarine Missing Since Early Sunday

CHARLESTON, S. C., January 30.—Reports reached here to-night from apparently reliable sources that one of the four submarines of the K type, en route from Northern ports to Beaufort, Fla., had been missing since 1 o'clock Sunday morning. Captain Benjamin C. Bryant, commander of the Charleston Navy-Yard, refused to affirm or deny the report, referring all questions to Washington.

The monitor Tallahassee and three submarines of the K type, said to be the K-1, K-2 and K-3, arrived off Charleston last night, but did not enter on account of the fog. The buoy tender Mangrove left Charleston apparently toward Cape Roman, off the Carolina coast, northward of here, where it was said the submarine was last sighted.

Sailed on Friday.

NEW YORK, January 30.—The submarines K-1, K-2, K-3 and K-6, each carrying a crew of from six to eight men, sailed from here on Friday for Key West for training maneuvers along the Florida coast. They were accompanied by the submarine tender Tallahassee.

AMERICANS FIRST OF ALL, NO MATTER WHERE BORN

That Will Be Keynote of Wilson's Message to Country's Foreign-Born Citizens.

Speaks in Milwaukee to-day

His Address Expected to Be One of Most Important of Middle Western Trip—To-Night He Will Speak in Chicago.

CLEVELAND, O., January 30.—President Wilson left Cleveland to-night for Milwaukee, where he plans to deliver one of the most important speeches of his Middle Western trip to-morrow.

He is believed to have sounded the keynote of his Milwaukee speech in a telegram sent to-day to Senator Elmer James, of Kentucky, to be read before a meeting of Austrians in New York. The telegram follows:

"May I not send my warmest greetings to the meeting, and will you not express for me my very deep and sincere confidence in the entire loyalty and patriotism of the great body of our fellow-citizens who have strengthened and enriched America by adding their own out of the nations which they have turned their stocks to make a great America?"

HIS MESSAGE TO AMERICANS. NO MATTER WHERE BORN

Because of the large foreign-born population in Milwaukee, the President is expected to urge all Americans, no matter where born, to stand for America first. He will also repeat his warning that the United States must be prepared because of the uncertainty of the international situation.

The President will deliver brief platform speeches at Waukegan, Ill.; Kenosha, Wis.; Racine, Wis., and possibly in other towns through which his train will pass before reaching Milwaukee at noon. At 1 o'clock he will address a public meeting in the Auditorium, and will leave at 4 o'clock for Chicago to speak to-morrow night.

The President and members of his party have been well pleased with the success of the meetings in Pittsburgh and Cleveland. The arrangements have been strictly nonpartisan, and his demands for increased preparedness have met with warm responses from his audiences. While he has talked with some Democratic leaders, politics has not been discussed.

Advisers of the President said to-day that in practically every speech he will continue to emphasize the possibility that the United States may be drawn into the European struggle as the navy who he believes the army and navy should be strengthened without delay. He is giving this as the reason why he has left Washington to appeal to the country.

WILL CONTINUE SUPPORT DESPITE OPPOSITION

Notwithstanding the opposition of Chairman Hay, of the House Military Affairs Committee, and other congressional leaders in Washington to the administration's continental army plan, President Wilson expects to continue to support it, giving the reason that the nation needs a trained reserve force under the authority of the Federal Government. He has taken care, however, to say that the National Guard should also be strengthened.

With Mrs. Wilson, the President spent Sunday here quietly. Apparently, the President was still fresh in the middle of his busy day he spent yesterday. At 11 o'clock they attended services in the Euclid Avenue Presbyterian Church, where Rev. Alexander McCallin, an old friend of Mr. Wilson, is the pastor.

Mrs. Wilson received three Indians in her room this afternoon, and was given a sweetgrass basket by Princess Iteah Dongwa, of the St. Regis reservation in New York. Chief Thundering Water, and Chief Louis Solomon stolidly shook hands with Mrs. Wilson. They said they wanted to meet her because they had heard she was descended from Pocahontas.

The President will arrive in Chicago at 6 o'clock to-morrow evening, and after dining privately, will address a public meeting in the Auditorium. Governor Dunne, of Illinois, will be among those receiving the party. Tuesday morning the President will leave for Des Moines, Topeka and Kansas City.

PRESIDENT SALUTE TO GREAT WILSON

MILWAUKEE, WIS., January 30.—President Wilson, on his arrival in Milwaukee to-morrow, will be greeted by the presidential salute of twenty-one guns by a battery of the Wisconsin National Guard.

ALL SORTS OF ADS FOR ALL SORTS OF PEOPLE
See Times-Dispatch Want Pages for a Service of Unequalled Value

ZEPPELIN PASSES OVER PARIS; TAKES TOLL OF 24 LIVES

Raid Lasts Minute and a Half, Dozen Bombs Being Dropped.

DENSE FOG GREAT HELP TO GERMAN AIR VISITOR

About Thirty of Aeroplanes Guarding City Go Up After Invading Craft.

PAPERS DEMAND RETALIATION

Warnings Given Again Last Night, Attack Being Momentarily Expected.

Another Raid on Paris

(Special Cable to Times-Dispatch.) PARIS, January 30.—Following the Zeppelin raid on Paris last night, in which twenty-three persons were killed by bombs dropped on the city, German fliers made another attack on the capital this evening.

About a dozen bombs have been dropped.

Reports of the extent of the damage of the second raid have not yet been received.

PARIS, January 30.—A Zeppelin dirigible passed swiftly over a section of Paris last night, dropping about a dozen bombs, which killed twenty-four persons and injured twenty-seven. Warnings were given again to-night shortly before 10 o'clock, and a second air attack was momentarily expected by the residents of the darkened city.

The raid last night lasted about one minute and a half, while in the first visit of Zeppelins to Paris, on March 21, 1915, four of these aircraft were shot down in the neighborhood of the capital for nearly two hours. They came at that time under entirely different atmospheric conditions, being plainly visible in a clear sky. Last night the fog seriously interfered with the work of the Paris aerial guard.

The fact that only one German machine appeared leads to the belief that the Zeppelin was making a reconnaissance trip, and the supposition is that the Germans have in view a similar operation on a larger scale.

Warnings of the presence of a Zeppelin were hurriedly given and the lights of Paris were dimmed. At the hour of the raid the theaters and cafes were open, and households had hardly yet retired. Almost immediately after the aeroplanes guarding Paris were made ready, and about thirty of them took to the air. One of these machines fired twenty-five shots from a quick firer at the invading craft, which, pursued by several of the little machines, sped at top speed westward. Apparently the bombs carried by the Zeppelin were let loose indiscriminately and without thought of where they should strike.

SEARCHLIGHTS USELESS IN DENSE FOG PREVAILING

One of the pursuing aviators said that the searchlights were useless in the fog, he himself being hardly able to see more than twenty-four feet above with the aid of his light.

The Paris newspapers demand that measures of retaliation be taken immediately.

Thirty French aeroplanes searched the remote air regions above Paris last night for the Zeppelin raider, of whose appearance warning had been given. By the time it had reached the edge of one of the old quarters of the city, several of the aeroplanes were able to make out its pale yellow shape, 14,000 feet from the earth. Frightened, doubtless, by the numerous war planes rising toward it, the Zeppelin wheeled and drove at full speed northward, dropping in its trail into the darkness a cargo of about three and one-half tons of bombs. Then, continuing its flight at a great altitude, the airship vanished.